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HONGKONG, MONDAY, OCTOBER 15TH, 1900.

壹拜禮

PRICE \$21 PER MONTH

New Advertisements will be found on page 4.

THE MALARIAL MOSQUITO

IS EFFECTUALLY
EXTERMINATED BY
THE JUDICIOUS USE OF

WATSON'S HYGIENOL.

A. S. WATSON & CO.
LIMITED.

ESTABLISHED 1841.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brandy to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central

NAPIER JOHNSTONE'S
SQUARE BOTTLE WHISKY.
The sale of this good Scotch increases month
by month. It is of superb quality and of
CUTLER, PALMER & CO.'S SELECTION.
Sole Agents for—
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.
This world-renowned
Fine OLD HIGHLAND WHISKIES are shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central,
Hongkong, 26th July, 1897.

CUTLER, PALMER
& CO.'S
PRICE \$10.75 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSSSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour.
8.30 a.m. to 9.30 a.m. Every ten minutes.
9.30 a.m. to 10.45 a.m. Every quarter of an hour.
11.30 a.m. to 12.30 p.m. Every quarter of an hour.
12.30 p.m. to 1.30 p.m. Every quarter of an hour.
1.30 p.m. to 2.30 p.m. Every ten minutes.
Night cars at 2.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
Extra Night cars at 11.30 and 12.45 p.m.
8.15 a.m. to 10.15 a.m. Every half hour.
10.30 a.m. to 11.00 a.m. Every ten minutes.
Noon to 2 p.m. Every quarter of an hour.
2.45 p.m. to 8 p.m. Every quarter of an hour.
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the
Company's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREY & SON,
General Managers.
Hongkong, 1st May 1899.

VICTORIA
CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fitting of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.

HOKIRBY & CO.,
43 & 45, Queen's Road East.

Hongkong, 3rd November, 1899.

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND

SHIPPERS.

Ship only the finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO.

Sole Agents.

Hongkong, 17th May 1899.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

\$6.00 per Cask of 375 lbs net or Factory.

\$8.00 per Bag of 250 lbs.

SHIENWAN TOWERS & CO.

General Managers.

Hongkong, 2nd July, 1899.

[1896]

PHOTOGRAPHIC

PLATES, PAPERS AND CHEMICALS,
EASTMANS KODAK'S, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO.,

17A, QUEEN'S ROAD, HONGKONG.

[390a]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brandy is favourably known all over the World.

The following are some of their Stocks with the under-signed:

SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

—

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

—

THE ELITE OF WHISKY:—

THE "PALL MALL,"

\$20 PER DOZ.

—

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

—

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSSSEN & CO., HONGKONG.

[41a]

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

FROM "LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES

J. M. DE ZUNIGA,

NO. 9, QUEEN'S ROAD CENTRAL

Entrance: ICE HOUSE STREET (New Victoria Hotel)

[39a]

—

SCHLITZ WORLD FAMED

BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

TONIC AND REFRESHING.

SOLE AGENTS—

WATKINS, LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS,

HONGKONG.

[112a]

—

BISMARCK & CO.,

27 & 28A, PRAYA CENTRAL

—

NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL

and MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN

and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAIL-

WAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur.

[121a]

JUST LANDED.

—

EX S.S. "OLDENBURG."

—

KUPPER'S PILSENER BEER.

—

THE MOST POPULAR OF LIGHT BEERS: THERE IS

NEVER ANY SEDIMENT IN KUPPER BEER, IT IS ALWAYS

BRIGHT AND SPARKLING.

CALDBECK, MACGREGOR & CO.,

SOLE AGENTS.

[34a]

—

COTTAM & CO.

NEW AUTUMN GOODS.

AMERICAN BOOTS and SHOES.

WOOLLEN UNDERWEAR.

HATS, SHIRTS and EVENING GEAR.

[35a]

—

LANE, CRAWFORD & CO.

(TAILORING DEPARTMENT).

—

WINTER SEASON.

—

LATEST LONDON FASHIONS.

—

NEWEST & BEST MATERIALS.

—

385.

35.

35.

50.

—

32a]

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE
UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum or
Fiction and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR
METALLIC" BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-

sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and
FURNITURE PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.
"CAUCEDALE METAL" Anti-friction Plastic Metal; recognized by engineering experts
to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

Chief Superintendent ... THOMAS SKINNER.

Superintendent ... ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

37a]

Arrivals, Departures and other Shipping
Intelligence will be found on pages 6, 8 and 7.

INSURANCE.

THE STANDARD LIFE ASSURANCE CO.

is one of the largest and best known of the
BRITISH LIFE OFFICES.

Funds exceed Nine Millions Sterling.

Annual Revenue over One Millions One
Hundred and Fifty thousand.

For full Particulars, rates &c, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 9th November, 1900. [1-1873]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and
Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

INTIMATED.
BROWN, JONES & CO.
MONUMENTAL SCULPTORS.

AMERICAN MARBLE,
ITALIAN MARBLE,
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,
LIMITED.
ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

TO CONNOISSEURS.

Wines bottled by ourselves are selected by experts from the finest vintages, and are of unsurpassed quality. Having been established in Hongkong SIXTY YEARS our knowledge of local conditions has enabled us to maintain and improve the prime quality of the Wine.

In addition however to Wines of our own bottling, we have recently imported large stocks of:

PORT &
SHERRY

from the famous house of
GEO. G. SANDEMAN, SONS & CO.

OF LONDON, OPORTO & XERES,
the name of which firm is the
HALL-MARK and GUARANTEE of
EXCELLENCE.

SOLE AGENTS—
HONGKONG DISPENSARY.

BIRTH.
At No. 8, Seymour Road, Hongkong, on the 13th
October, the wife of EDWARD JONES, of a son.

The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.
HONGKONG, October 15th, 1900.

In our leading article of the 5th inst. we made a brief reference to some of the statements made by Mr. Consul SCOTT in his Trade Report for Canton; extracts from which are quoted at length in another column. We now purpose dealing with these statements at greater length. Mr. SCOTT says that, in spite of many assertions to the contrary, the Inland Waters Navigation from Canton in the only direction it seems probable it could be expected to do so has proved a very considerable success; he, however, quite omits to inform us what the many assertions to the contrary were and on what they were based. We will endeavour to supply the omission. The public at home and in China understood the opening of the Inland Waters of China to mean what it said, namely, that anyone, Chinese or foreigner, who wanted to run a steamer from any one place to any other in China could do so. This view, which was the only one possible in face of the published agreement and of the repeated assertions made by responsible officials and statesmen, was accepted by the bulk of the Consular Service and also, to some extent, by the I.M. Customs. When, however, Sir Robert HART imposed an entirely different reading of the agreement, and excluded the great bulk of the waters of China and steamers using them from coming under the concession, it was felt, and rightly so, that a fraud had been perpetrated on the public at large; and it called forth emphatic protests from some of our Consular officials, notably Messrs. MANSFIELD, HORN, and FOX, who voiced public opinion in saying that the concession thus shorn would be of no practical value whatever. It is the omission to state this elementary fact that is so misleading a feature in Mr. SCOTT's report; but it is not the only manner in which a misconception

of the original agreement is converted. The question of the carriage of goods by steam is placed in an equally false light. Mr. SCOTT's argument is that "the great bulk of commodities are carried between inland places and Canton in ordinary native junks propelled by oars or sail; that these junks and steam-launches (or boats towed by them) would and do all come under the same *lekin* administration; therefore it follows that, if the goods are not carried in the launches or in boats towed by them, the reason must be looked for somewhere else than in the intricacies of the *lekin* system of taxation. Now the justness of this argument depends entirely on what interpretation Mr. SCOTT gives to "Inland Waters." As we have already explained he omits to mention the manner in which these have been curtailed. As a matter of fact he takes a small radius round Canton as the range over which his observations apply; and over that range we quite admit they apply with justice. But extend that radius ever so little and Mr. SCOTT's arguments at once fall to the ground. On the contrary, say the shipping companies of this Colony, there are very large quantities of cargo coming in and out of Canton in native boats towed by steam, to and from places hundreds of miles away, and one of the chief reasons, so they argue, why it is towed in native boats instead of being placed on board the steamer, is owing to the intricacies of taxation—*lekin* or otherwise. That there are enormous quantities of goods of all sorts being towed in boats in and out of Canton, the ordinary observer can see for himself. When Mr. SCOTT wishes to prove that little or no good is or can be expected to be carried by steam transport under the Inland Water concession he draws a narrow circle round Canton and excludes all goods which pass the circumference, going either way. When, on the other hand, he wishes to show that the concession is a success, and in proof of it holds up the large increase in the number of steamers registered under it, he at once enlarges his circle to an indefinite extent and includes in his total all launches, no matter how distant from Canton their line of operations may extend. In many cases these very launches which he *includes*, tow the boats carrying the goods which he *excludes*! This is ingenious but hardly ingenious reasoning on Mr. SCOTT's part. Mr. SCOTT also forgets to point out that included in his totals of "inland" steamers is that class of Chinese vessel which is neither "inland" or "interport" and yet which, as the shipping companies have pointed out, secures the advantages of both. Neither does he inform the public that a good number of steamers included by him are when under the Chinese flag with dual sets of papers by the Customs, so that one day they are "inland water boats" and the next "interport boats." We may remark in passing that Canton is not the only port where statistics can be made to prove anything. For years past the China Merchants' Company have run a steamer from Chefoo up the Gulf of Pechili. With the opening of inland waters this steamer is classed under that heading and statistics of the cargo carried in her are now published. These statistics are held up to us as a proof of the successful working of the Inland Water concession. The Chefoo Consul might with equal justice say, as Mr. SCOTT does, "These are facts; there can be no question of juggling with statistics; the trade has been recorded, the revenue has been collected."

To the ordinary reader not familiar with details the question will of course present itself why the Customs, whose record for fair dealing is so well established, should countenance a condition of things so opposed to their traditions. The reason is to be found in Sir ROBERT HART's decision to keep separate the inland and interport trade and steamers. With the opening of inland waters to foreign steamers the Customs at Canton found themselves in the position of being forced to uphold the I.G.'s decision, and at the same time to reconcile it to a state of things which had existed for years previous to the opening. In practice they found this impossible and so they not unnaturally decided that if differential treatment there must be it should fall on the foreign steamer; and that the onus for remedying this state of things primarily rests with the British authorities who initiated the concession. Of course everyone admits that the separation of "inland" and "interport" boats was a matter over which Mr. SCOTT had no control, and that in recognising it he was simply carrying out the instructions of the Minister, but it is quite apparent that there are matters to which he might have devoted his attention with more profitable results than in endeavouring to persuade the mercantile community of China that they do not understand their business—for that is practically what his report amounts to. The Supplementary Rules for Inland Waters, which the Minister informed Lord SALISBURY were merely subordinate to and explanatory of the original agreement, provide that a list of the *lekin* barriers and the rules in

force at them shall be published through the Customs; that an official should be appointed who would have an office in the vicinity of the Custom House and who would collect in a lump sum the duties a vessel loading for a certain destination is bound to pay at the various stations she will pass on the way. These rules were to be published before the end of the Chinese Year (1898). In April 1899 Mr. MANSFIELD reported to the Legation: "I have been informed by the Commissioner of Customs (at Canton) that these Rules and Regulations, with a list of the *lekin* stations, *lekin* tariff, list of articles subject to *lekin* and rates charged, and list of articles subject to *ching fei* (battery tax) and rate charged, have already been drafted and will shortly be published. A Provincial Officer has also been nominated who will have a floating office on the Homan side opposite to the Custom House." Mr. G. JANIESON when called upon by Lord SALISBURY for his opinion on the Hongkong Shipping Companies' petition remarked that the publication of these Rules, which they there asked for, should be insisted on at once, but he added that from Mr. MANSFIELD's remarks it was apparently under way.

We draw Mr. SCOTT's attention to these very explicit statements, which the general public understood to mean that it would be open to any British subject who wished to run a steamer under the Inland Water concession to go to Canton, inform his Consul of the fact; and the Consul would be in a position to give him a copy of the rules in force at the barriers and a definite statement of the exact amount of taxation which shipper by his vessel could be called upon to pay. This, we contend, was what the public looked for, and it was a result they were justly entitled to look for from the wording of the Regulations and the statements made by Mr. SCOTT's predecessor in office. It would have been interesting if Mr. SCOTT had informed us why he has failed to get this carried out.

No fresh plague cases or deaths were reported during the 24 hours ending at noon on Saturday.

The English Mail of the 15th September and the French Mail of the 10th September were delivered in London on the 13th and 12th inst. respectively.

To-day we publish the first of a series of articles on "Rugby Football" by Mr. A. J. Gould, an old international player. The articles will appear weekly.

The Telegraph Companies announced on Saturday that on and after the 14th inst. telegrams will be sent for Newchwang via Port Arthur.

The steam launch *Kong Ho*, with a passenger boat in tow, was pirated at Dosing on the West River on the 9th inst., and the passengers robbed of valuables to the amount of Tls. 500.

Mr. Erich Georg says in his Weekly Share List, dated Hongkong, 13th October—A very fair business has been done during the week under review, and rates have ruled very steady, showing a slight improvement in some instances.

At the Magistracy on Saturday a Chinaman was sentenced to three months' hard labour for being in unlawful possession of three brass side-lights, 14 brass bolts and flanges, and other articles, which disappeared from the s.s. *Tai-wei* when she was in dock the previous Saturday.

Among the samples of brandy, gin, milk, rum, and whisky, examined under the Sale of Food and Drugs Ordinance for the quarter ended 30th September, only two were found adulterated, both of milk. Seven samples of the latter were examined, six of whisky, and one each of the other spirits.

We received yesterday morning from the U.S. Consul-General, Mr. Rounseville Wildman, the following typhoon warning issued from Manila Observatory at 5 o'clock p.m. on the 13th inst.—"Typhoon now probably E.S.E. of Manila between 12th and 13th parallels near coast Luzon," and the following issued at 4 p.m. yesterday—"Depression is crossing south of Luzon, moving westwards."

As already announced in these columns the Welsh Fusiliers and the Hongkong Regiment will return here for the winter, but the exact disposition of the Indian Expeditionary Force now scattered between Hongkong, Weihaiwei, Taku and Peking, cannot be settled until it is known whether the Allies are to remain in strength at Peking. This is for the powers to decide after receiving Count Waldersee's report on the military position.

Early on Saturday morning a fire broke out in a silk shop at 58, Jervis Street. The Fire Brigade was soon on the spot, the station being close at hand, but notwithstanding their celerity, by the time they arrived on the scene the flames had got good hold. The whole of the basement was burned out, a considerable quantity of silk goods being destroyed. The fire also spread to the first and second floors, which are entered from Queen's Road, and their contents were destroyed. The premises are insured in the Union Fire Insurance Office for \$12,000. The cause of the outbreak is not yet known. The master of the shop left early on Friday evening leaving some folks and an account on the premises, who are being interrogated by the police.

Mr. M. grubbs, Seafarer was at Wuchow on the 10th inst.

The new road, "Harlech Road," leading to the Upper Train Station to High West, has been approved.

A board of officers, composed as under, assembled recently at the Orderly Room, 1st Gloucester Regiment, Colombo, to enquire into and report on losses sustained by officers during the engagement outside Ladymouth on the 30th October, 1899—President: Major J. Jackson, 9th M. I. Members: an officer, 1st Gloucester Regiment; an officer, 9th M. I.

Men of the cavalry regiments, horse and field batteries in India, will in future be supplied with brown ankle-boots somewhat of the pattern now used by mountain battery men. All reserves of the present pattern boots are, however, to be used up before issues of the improved pattern takes place. The supplies for the Indian expeditionary force will be shipped from Calcutta on an early date.

A tidal bore eight feet high, rushed up the river to Calcutta with the flood tide on the 11th of September and caused some damage to the shipping. The steamer *Jubela* carried away her moorings. The *Cardium* parted her cables. The *Treathen Hall* started her bits. These mishaps were rectified before any further damage could be done. The intrusus was particularly strong at the jetties, but no damage was done there.

According to a Board of Trade return, the total tonnage of transport steamers used by the British for conveyance of troops, stores, etc., to South Africa, is 1,738,138 or 65 per cent. more than the entire steam tonnage of France, and only 421,781 tons less than that of Germany, and it should be added that this enormous diversion of tonnage has not in any way impeded the over-sea trading business of the country. From England and the Mediterranean 30,131 horses were shipped for the Cape, of which 1,543, or 5.12 per cent., was lost. From different ports 31,563 mules were shipped, and 671, or 2.12 per cent., lost. Of 7,344 horses and 1,566 mules sent from India, 1.33 per cent. and 25 per cent. respectively were lost, while of 13,896 horses and colts despatched from Australia and Argentina, 1.06 per cent. were lost on the voyage. Australia being the lowest on the list of percentage losses.

The Pacific Mail liner *China* had an exciting episode on board on her last voyage. Just after leaving San Francisco one of a party of three passengers who had been engaged in that city as superintendents in a gold mine in Corea, about 100 miles north of Chemulpo, and were on their way out, showed signs of insanity, and had to be placed in confinement. It first manifested itself in the form of melancholia, and a close watch was put over him. Later on, he twice entered the room of a lady passenger who was ill. She was then put in confinement and under constant watch. In a day or two he became violent. Once he broke the door down and got out; twice he got away from his guard while taking exercise. At one time he secured one of the knives being polished for the table and on the other occasion he was seized just as he got to the rail preparatory to jumping over. Fortunately, he did no damage to himself or to others, although twice he managed to get on the upper deck among the passengers. The unfortunate gentleman seemed to be an attractive person end of considerable refinement.

On Saturday morning there was a good muster of the European members of the Hongkong Police Force in the Billiard Room of the Central Police Station for the purpose of bidding farewell to Lance-Sergeant Cameron, who has been invalided home, and making him a presentation. Chief Detective Inspector Hammon acted as chairman, and addressing Lance-Sergeant Cameron said: "I have been asked by your late comrade in the Police Force, who wish to show their appreciation of your kind nature and disposition, on your retirement from the force, to make you a present on their behalf of a pair of sovereigns, a walking stick, and a deck chair, and I do so with very great pleasure. You have been with us for something like three years, and it is a pity you have to leave your connection with the force, because it is not everybody's good fortune to be blessed with the even temperament and good disposition which you are the possessor. Temperaments differ, and it is one like yourself who brings a very good influence upon the more fiery ones. It does them good to have one like you among them. We were sent into the world for certain purposes, and I consider that you have brought a very good influence to bear upon us all. Therefore we shall miss you very much, but I hope that in going back to the old country you will regain your health and that before very long you will look back upon the time you have spent in Hongkong with feelings of pleasure. You have made friends here, and I hope you will remember us all as friends. To remind you of us in some way we give you this stick. I will therefore hand you the purse, which contains 88 sovereigns, and express the hope on behalf of myself and your late comrade that you will soon be restored to health." (Hear hear.)—The stick is a black ebony one with a silver mount. It bears a monogram and the inscription: "Presented to William Cameron, by members of the H.K.P., 12th Oct., 1900, as a mark of esteem." The recipient in reply said: "Mr. Chairman and gentlemen, I thank you all very much for your kindness. You have given me more than I deserve. I am sorry to leave you, but I am obliged to do so." Mr. Cameron subsequently went on board the homeward bound *England*, and the *China* was soon out of sight.

The China tea trade, and the effects produced upon it by the present troubles in China are causing much anxiety among the English tea merchants, who are apprehensive of a complete cessation of the trade in the near future. The British Minister at St. Petersburg recently sent a despatch to Mr. Chamberlain on the subject of the scarcity of Chinese tea imports, the closing words of which referred to the Nanking fair and the trade which would be done there in 1899. It was again on the 26th of July that the British Minister at St. Petersburg sent a despatch to Mr. Chamberlain on the subject of the scarcity of Chinese tea imports, the closing words of which referred to the Nanking fair and the trade which would be done there in 1899. 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THE CZAREWITCH.

The result of the Czarewitch was as follows, and not as given yesterday.

- 1—Clarendon.
- 2—Saturn.
- 3—Sardonic.

London, 12th October.

THE ELECTIONS—A CORRECTION.

The Unionists gained Southport, not the Liberals, as wired yesterday.

383 Unionists and 100 Liberals have been returned to date. The Unionists have gained 35 and the opposition 31 seats.

THE CHINA QUESTION.

An Imperial order from St. Petersburg provides for the gradual demobilization of troops in Eastern Asia and their return to Europe, as soon as negotiations show that the restoration of order in China is possible.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The British transport *Dalhousie* returned from Taku on Saturday.

The British transport *Pentakota* left yesterday for Taku.

The German gunboat *Tiger* came back yesterday from Odessa.

THE KWANTUNG REVOLT.

ADMIRAL HO AND THE REBELS.

Admiral Ho has not yet commenced his advance from Sanhien, on the rebels. He has some 2,500 men with him, but he is awaiting 2,000 more, which are being sent to him from the Bogue Forts. The rebels said to be 3,000 in number by this time, keep to the north. They still occupy a position at Lo Mo King. It was near the latter place that about 1,000 of them ambushed some 200 of Admiral Ho's men on the 8th inst., and killed 40 of them.

Captain Superintendent May is still on the border, and in Hongkong a military force is kept in readiness to cope with the rebels should they cross into British territory.

DARING PIRACY CASE.

\$32,000 STOLEN FROM A FRENCH LAUNCH—TWO MEN KILLED.

A daring case of piracy was reported to the police yesterday morning by Messrs. Sclouf and Co. of Hongkong, the owners of the *Nor Chau*, a steam launch flying the French flag and plying between Hongkong and Kwanchau, wan.

It seems that she left Kwanchauwan at five o'clock on the morning of the 12th inst. with the passengers (six of whom turned out to be pirates) and a cargo of cotton yarn and other commodities and 14 boxes of specie containing \$32,000. The crew numbered 15 men and boys.

At 12.30 a.m. on the 13th inst., when at a place called Mong Chan, which is 112.25 east and 20.40 north of the chart, two of the passengers who had come on board with a box containing four carpenters' axes, professing to be carpenters, attacked the comrade, the assistant comrade, and the cook, as they were sleeping in the cabin, inflicting serious injuries upon them with their axes. At the same time three of the other passengers rushed on to the bridge and made fast onslaught upon the captain, (a Chinaman), the pilot, the steersman, and a sailor. The sailor closed with one of the assailants, wrested an axe from him, and having struck him a blow, threw him overboard. The sailor was subsequently found shot dead. The captain and the others who were on the bridge were pressed forward, and the steersman was thrown into the sea. Neither he nor the pirate whom the sailor pitched into the water were seen afterwards, and in all probability both were drowned. The captain and others having been secured in the hatch forward, the pirates got possession of four loaded Winchester rifles and a revolver and turned their attention to the engine-room. The pirates, having heard the chuffing, were coming on deck when they were met with a volley, one of them, named Leung Tai-Tai, being shot dead. Having overpowered the engine-room crew, the pirates forced the engineer to remove the eccentric rods from the reversing gear of the engine, to run the water out of the boiler, and to sever the steering chain. There is also a cut in the connecting rod of the steering chain opposite the engine-room, this having apparently been done with a chisel with the object of disabling the steering gear. The part of the machinery thus removed was thrown overboard, this being done with the object of preventing the crew from following the pirates on their leaving the launch.

At about this time a junk which was crowded with men came alongside the men speaking Cantonese and the *Nor Chau* directed.

Shots were fired from the junk at the two boats hanging on the davits and being riddled with bullet the boats were rendered useless.

At 5 a.m. on Saturday, the pirates having evidently gone away in the junk by then, the engine-room crew came on deck. They released the men who had been secured in the hatch forward, removing some long spikes with which the hatch had been fastened down, and the anchor and then turned their attention to the engine. The latter was not disabled, totally, and the launch was able to proceed slowly on her way to Hongkong.

It was found that the pirates had made a fine haul, having gone away with all the specie, four Winchester rifles and a revolver, a case of liqueur brandy, an amrod, a binocular, and clothing, jewelry, and money, total value of the crew valued at \$1,200. The comrade were relieved of \$560, four watches and some clothing; the assistant comrade \$200 and some clothing; the pilot \$47 and clothing; and other members of the crew were also stripped of their belongings.

On the launch arriving in Hongkong the two dead bodies were removed. The wounded men declined to go to Hospital, preferring to go to the houses of their friends.

It is some time since a piracy of such a magnitude as this took place in this locality. Every precaution seems to have been taken at Kwangchauwan to prevent any bad characters from taking passage. The men who carried the carpenter's box on board were apparently harmless individuals, there being nothing about them to lead anyone to conclude that they were not what they represented themselves to be.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 12th October.

KWANTUNG REBELS DEFEAT IMPERIALISTS AND CAPTURE WAICHOW.

News has reached here that Waichow City has been taken by the rebels, who defeated the Imperial troops, of whom 60 were killed and the rest put to flight. The rebels then advanced to Tungkow yesterday, and if they can succeed in taking the latter place they will march to Sun Tong and thence to Canton, from Canton to Fatsian and from Fatsian into Kwangtung. It is said that they are the partisans of Sun-yat-sen and Kang Yu-wai.

Canton, 13th October.

WAICHOW RECOVERED.

News came at 2 p.m. to-day that Waichow is beginning to be quiet. Upon the arrival of the reinforcements of mandarin soldiers the insurgents ran away and dispersed in every direction.

THE WORK OF THE "avalanche."

The French gunboat *Avalanche* has returned from Kumchak; eight men had been beheaded by order of the mandarins before she went up. The French authorities still press for a satisfactory settlement of the affair.

DECORATION OF A CEMETERY.

The Protestant Cemetery at a short distance from the Macao Fort, Canton, has been decorated, some stone crosses being broken and some marble slabs shifted from their positions. This was done by the anti-Christian party. A few soldiers who were on watch at the Fort have been arrested and ordered to be headed.

REBELS IN SUN-ON.

It is said in Canton that Sun-on District has been completely taken possession of by the insurgents.

THE FRENCH BISHOP'S DEATH.

We received the sad news yesterday of the death of the French Bishop of Canton, who died in Hongkong. The flags of the Foreign Consulates are flying half-mast high to-day. Owing to the unsettled state of affairs in Canton the Consuls, Mons. Hardouin, Mr. R. McWade, the Portuguese Consul-General, Mr. Crespo, and other Consuls have been unable to leave their posts and attend the funeral.

CANTON INSURANCE COMPANY, LIMITED.

On Saturday at noon the 19th ordinary general meeting of shareholders in the Canton Insurance Company, Limited, was held. The Hon. C. P. Chater, C. M. G., presided, and there were also present the Hon. J. J. Keswick, Messrs. D. Gillies, F. Mustard, J. H. Lewis, D. M. Moses (Consulting Committee), G. T. Veitch (Secretary), R. C. Wilcox, F. Jordan, J. McKeie, J. Y. V. Vernon, G. Stewart, J. Gossman, B. Byamonde, G. C. Anderson, R. M. Mehta, H. W. Bell, J. C. Peter, H. Fook, Lo Cheung Shiu, E. C. Emmett, R. M. McLea, Leung Hin Cho, Chan San and Wong Kui Lam. The SECRETARY read the notice convening the meeting.

The CHAIRMAN said—Gentlemen, with your permission, we will take the report and accounts which have been in your hands since the 1st inst., as read. Before commenting on the report, I am sure you will all join with me in an expression of regret at the loss sustained by the office through the death of our late colleague Mr. Henry Liston Dalrymple, who ever since the office was reconstituted, 15 years ago and for eight years previously, was a valued member of the Consulting Committee. The final result of the working of the 1899 account, in spite of abnormally heavy losses, compares favourably with that of the two previous years, and we are in a position to propose the payment of a larger dividend to shareholders, also the carrying forward of a substantially increased amount to the current year's account, sufficient, we trust, to provide for outstanding and other claims that may arise under policies stretching to 1899. It is a matter of regret that we are unable to strengthen the reserve fund by replacing to some extent the amount withdrawn from this fund, in 1898. We hope this may be possible later on, as I am sure you will all agree with us as to the advisability of doing so whenever the opportunity occurs. So far the current year's working is satisfactory and the position of the office compared with last year to date is distinctly more favourable. Rates generally, I regret, show no sign of improvement.

The CHAIRMAN said—Gentlemen, the SECRETARY proposed the adoption of the report and accounts.

Colonel The O'GORMAN seconded, and the motion was carried.

On the motion of Mr. GEDDE, seconded by Major MORRIS, it was decided to hold the Gymkhana as usual next year.

The following is the report of the Gymkhana Committee for 1900:

Conformably with the resolution passed at the last annual meeting of the Hongkong Jockey Club, a series of five Gymkhana were held at intervals during the past season, viz.—on April 28th, June 9th, July 11th, August 25th and October 6th. There were not so many pony races as formerly, owing to the scarcity of ponies in the colony, probably due to the disturbances in North China. In the 5th Gymkhana a flat race for China ponies was advertised, but no entries were obtained for it. The 2nd and 4th Gymkhana were entirely spoilt by the weather, and should have been postponed. As the 5th Gymkhana was only held on Saturday last, closed accounts are not yet available; there is to-day at the credit of the Committee with the Hongkong and Shanghai Banking Corporation some \$234.17; certain fees for entries have to be added, and from this fund the expenses pertaining to the last meeting and prizes have to be paid.

The following gentlemen were elected by ballot as Stewards—

Sir Thomas Jackson, Major M. M. Morris, R.A., Hon. C. P. Chater, C. M. G., Hon. J. J. Keswick, Hon. F. H. May, C. M. G., Messrs. M. Grote, A. Eabington, D. Gillies, R. M. Gray and J. H. Lewis.

This concluded the business of the ordinary meeting.

EXTRAORDINARY GENERAL MEETING—THE ENTRANCE FEE AT THE RACES.

Immediately after the ordinary general meeting an extraordinary general meeting was held, the Hon. C. P. Chater, C. M. G., presiding, for the purpose of considering a proposed alteration in the rules.

The CHAIRMAN said he might point out to them that it had been thought that it was in the interests of the Club that Rule 30 should be altered. Instead of having a

HONGKONG JOCKEY CLUB.

ANNUAL MEETING.

The annual general meeting of the Hongkong Jockey Club was held on Saturday at noon at the City Hall. Hon. C. P. Chater, C. M. G., presided. The other gentlemen present were:—Sir T. Jackson, Hon. R. M. Gray, Hon. J. J. Keswick, Major M. M. Morris, R.A., Messrs. A. H. Eabington, J. H. Lewis, M. Grote, and D. Gillies (Stewards); T. F. Hough (Chair of Course), Colonial The O'Gorman, Messrs. J. C. Peter, J. Y. V. Vernon, A. G. Morris, J. Goodmann, A. Haupt, J. Allen, H. Humphreys, W. G. Humphreys, J. McKeie, M. S. Northcote, W. G. Brutton, H. J. Gedge—Sudler, N. A. Siles, F. Maistland, H. W. Percival, G. Murray Bain, H. Burton, A. Shelton, Hooper, G. T. Veitch, A. Fullerton, Hart Buck, R. Potts, W. Farmer, J. P. Madar, H. P. White, E. C. Ray, P. Jordan, J. Wacker, and others.

The CLERK OF COURSE read the annual report, which has already been published in our columns.

The CHAIRMAN—Before referring to the business before us, I should like to place on record the expression of our regret at the loss we have sustained in the death of Mr. Charles F. Harton, who for several years acted as one of the stewards and rendered valuable assistance at our meetings. You have just heard the Clerk of the Course read his report for the past year, and the accounts from the Hon. Treasurer have been in your hands for some time. These accounts have no doubt been carefully studied. As you will note, we commenced the year with a debit balance of \$20,742.38, and this has, I am glad to say, been reduced to \$10,850.58, showing a gain in revenue of \$9,621.20, which I think you will readily admit indicates a healthy condition of our finances. In common with all other institutions, our expenditure shows an increase under most headings, that for labour being perhaps most conspicuous, owing to the necessity for engaging outside assistance during the annual Race Meeting and the general rise in wages. The item of furniture includes not only the new Coffee Room furniture and other requirements, but also the cost of the new private stands which were constructed for convenience of owners and jockeys and members of the club, and which were so much appreciated at the last meeting. As you will remember, admission to these reserved enclosures was by tickets issued by the Clerk of the Course and the Hon. Treasurer. In reference to this matter, I may mention that while on some counts it may be regretted that there are places to which a ticket for the Grand Stand will not give admission, this has been caused by the large increase of the community necessitating some provision for the conservation on the part of members. Notwithstanding the extra expenditure just alluded to, the values of the prizes contributed by the Club at the last meeting showed no diminution. A reference to the accounts will show that while the entries and nominations amounted to \$5,580, the sums returned in stakes and given in prizes aggregated \$8,435.55. On the Credit side, all items of revenue show a material advance on those for the previous year. With regard to the future the Clerk of the Course tells us that the buildings are all in good repair, and we need not anticipate any extraordinary expenditure on the part of the club. Certain improvements to the Grand Stand and compound remain to be carried out, however, and some additional building will be required before long, the erection of which will have to be provided for. Turning now to a different but equally interesting subject, the supply of subscription griffins, the Committee anticipated that some difficulty might be experienced this year in securing the usual shipment from the North, owing to the Boxer trouble, and lost no time in applying to the Shanghai Horse Bazaar, which had contracted with us for past years, when they promptly replied that they would be unable to supply our wants this year. A meeting of subscribers was therefore convened, and the circumstances laid before them. They quickly decided that an effort should be made to supply the place of the usual China mokes with Australian ponies. The result was that an order for forty ponies was placed with Mr. O. Bell, and we have since had telegraphic advices to the effect that forty-three ponies have been shipped from Brisbane, and they may be expected to arrive here early next month. Up to within the last few days we have had no news of the arrival of the ponies, but the absence of the griffins races will necessitate the remodelling of the whole of the programme for the forthcoming meeting. The change will call for the prompt and careful consideration of the Stewards to be elected by you to-day. Before moving the adoption of the report, I shall be pleased to answer any questions.

Mr. SUDLER, in seconding, said he felt sure the matter could be safely left in the hands of the Stewards.

The resolution was carried, and the meeting terminated.

fixed sum as an entrance fee for other than members, it was thought the power should be given to the Stewards to fix the amount of the cost of the ticket of entrance to the Stand.

With reference to the latter part of the Rule 30 "for admission to the Second Stand," there being no second stand now, that portion of the rule was obsolete. He proposed—That Rule 30 of the Rules and Regulations of the Hongkong Jockey Club shall be amended by striking out the last two lines of the Rule and by substituting therefor the following:—For non-members and visitors such charge as the Stewards in their discretion shall think fit; such charge to be determined by the Stewards and made public at least one month before each race meeting.

Mr. HART BUCK asked whether it was intended to raise the subscription. He might say that last year it was agreed to raise the subscription, and it was found it could not be done without an alteration in the rules. His opinion was that the subscription of non-members was quite sufficient.

The CHAIRMAN said what Mr. Buck had just stated was exactly the case. Last year it was the intention of the Stewards slightly to increase the charge for tickets, but on looking over the rule they found it was not in their power to do so. What was proposed to be done now was simply to give power to the Stewards either to raise or lower the fee. He should just like to point out that the finances of the Club were in a good position; the chances were that the fee would not be raised, and better still it might be reduced, but it was best that the power to fix the price should be given to the Stewards. It was provided that a month's notice of the change should be given.

Mr. BRUNTON asked whether the proposed alteration was likely to increase the income of the Jockey Club.

It seemed to him that unless they were perfectly satisfied that they were going to get half as many people, outsiders and visitors, to pay the \$10, the Club would lose instead of gain money. Last year when the proposal came forward to raise the price many people told him that they were not in a position to pay the \$10, and asked the reason why the entrance fee should be raised. They said that if the subscription was raised to \$10 they were prepared to stay away, as they could not take the same interest in the racing. The prices of everything in the colony had gone up. They might smile, but they were not all landlords, and it touched the people who had to pay the increased rates. There were a great number of people in the colony who would hesitate to pay the extra \$5 for the race meeting, and he took it was in the interests of the Stewards and the club to induce people, outsiders and visitors, to attend the race meeting. If the intention was to raise the subscription it would keep people away. During the days the meeting is held a holiday was practically observed to give the people an opportunity of attending the meeting, and it seemed to him that if the entrance fee was raised the people would start an amendment on their own account and invite their friends to join them. He asked the meeting to consider the matter well.

The CHAIRMAN said the members were pleased to listen to Mr. Brutton's remarks, and no doubt the Stewards elected would take heed of his observations. It did not follow that the alteration necessarily meant they were to raise the subscription—it simply gave the Stewards power to fix the price.

Mr. SUDLER, in seconding, said he felt sure the matter could be safely left in the hands of the Stewards.

The resolution was carried, and the meeting terminated.

4 NEW ADVERTISEMENTS

JUST RECEIVED.

MELLIN'S FOOD BISCUITS: a very
Digestive Food for Infants and
invalids.Also
AUSTRALIAN ASSORTED JAMS, of
the well-known Taylor Brand.H. RUTTONJEE,
5 D'Aguilar Street,
21 & 22, Elgin Road, Kowloon,
Hongkong, 15th October, 1900. [2649]FOR WUCHOW VIA KAMCHUK, SAM-
SUI, SIWHING AND TAKHING.

THE Company's Steamship

"KWAILUM,"
Captain D. Bowie, will be despatched for the
above ports TO-MORROW (TUESDAY),
the 16th October, at 5 P.M.For Freight or Passage, apply to
KAI HING & CO.,
46, Praya West,
Hongkong, 15th October, 1900. [2651]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI,
HIIGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAYERN."

OF THE NORDEUTSCHE LLOYD,
Captain H. Bleeker, due here with the outward
German Mail about the 17th instant, will leave
for the above places about 24 hours after arrival.

NORDEUTSCHE LLOYD.

For Further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, 15th October, 1900. [2652]

THE OSAKA SHOSEN KAISHA,
LIMITED.FOR SWATOW, AMOY, AND
TAMSUI.

THE Company's Steamship

"TAMSU MARU."

Captain K. Hasegawa, will be despatched for
the above ports on SUNDAY, the 21st inst.
at DAYLIGHT.For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 15th October, 1900. [2653]

AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship
"MARQUIS BACQUEHEM,"
having arrived, Consignees of cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co. Limited,
whence delivery may be obtained.No claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the Office of the undersigned before
Noon, on the 21st October, or they will not
be recognized.No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 21st
October will be subject to re-valuation.Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.

Hongkong, 14th October, 1900. [2654]

PERSEVERANCE LODGE OF HONG-
KONG, NO. 1165.A REGULAR MEETING of the PER-
SEVERANCE LODGE will be held
at the FREEMASONS HALL TO-MORROW
at NIGHT (TUESDAY), the 16th October, at
8.30 for 9 P.M. precisely. Visiting Brethren
are cordially invited to attend.

Hongkong, 15th October, 1900. [2655]

IN THE SUPREME COURT OF
HONGKONG.IN THE MATTER OF THE ESTATE OF
HENRY LISTON DALRYMPLE,
late of Victoria, Hongkong, Merchant,
Deceased.NOTICE is hereby given that His Honour
Sir JOHN WORRELL GARRINGTON,
Knight, C.M.G., D.C.L., LL.D., Chief Justice,
has, by virtue of Section 38 of Ordinance No. 3
of 1897, made an Order limiting to the 1st day
of November, 1900, for sending in claims
against the above Estate.All Creditors are hereby required to send
their claims to the undersigned before the said
date.

Dated this 14th day of August, 1900.

J. W. NORTON KYSHE,
2215] Official Administrator.

IMPERIAL BANK OF CHINA.

NOTICE.

WHEREAS the IMPERIAL BANK
OF CHINA'S Premises in Peking
have been destroyed by the Rebels and
the following UNISSUED NOTES expressed on
the face thereof to be payable at its Office in
Peking in CHING-FING TSU-YIN cur-
rency, have been STOLEN therefrom:
100,000 Notes of 5 Taels each—
Nos. 0001 to 100,000.100,000 Notes of 1 Tael each—
Nos. 0001 to 100,000.20,000 Notes of 5 Taels each—
Nos. 0001 to 20,000.10,000 Notes of 10 Taels each—
Nos. 0001 to 10,000.The Public are hereby cautioned against
purchasing or dealing in any way with such
Notes, as the Bank accepts no liability for the
same.

By Order of the Board of Directors.

THE IMPERIAL BANK OF CHINA,
H. W. MATTIARD,
Chief Manager.

AUCTIONS

GOVERNMENT NOTIFICATION.
No. 495.THE following Particulars and Condi-
tions of Sale of CROWN LAND by
PUBLIC AUCTION, to be held at the Offices
of the Public Works Department, THIS
DAY (MONDAY), the 15th day of OCTOBER,
1900, at 3 P.M., are published for general
information.By Command:
F. H. MAY,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 27th September, 1900. [2611]Particulars and Conditions of the Letting by
Public Auction Sale, to be held THIS
DAY (MONDAY), the 15th day of OCTO-
BER, 1900, at 3 P.M., at the Offices of
the Public Works Department, by Order of
His Excellency the Governor, of One Lot
of Crown Land, at Shaukiwan, in the
Colony of Hongkong, for a term of 75
years, with the option of renewal at a
Crown Rent to be fixed by the Surveyor
of Her Majesty the QUEEN, for one further
term of 75 years.WHO HAS PLAYED IN TWENTY-SEVEN
INTERNATIONAL MATCHES.THE following SPECIAL ARTICLES
are now appearing weekly in the Hongkong
Daily Press:—2.—INTERNATIONAL GAMES—SOME CON-
CLUSIONS.3.—THE EFFECT OF THE INSTRUCTIONS TO
REFEREES.

4.—FOUR THREE-QUARTERS v. THREE.

5.—GREAT PLAYERS OF THE PAST.

6.—GREAT PLAYERS OF THE PRESENT.

7.—THE NORTHERN UNION'S EFFECT ON
THE GAME.8.—IS RUGBY FOOTBALL DETERIORATING?
Hongkong, 16th October, 1900. [2623]

NOTICE TO SHAREHOLDERS.

THE THIRTY-FOURTH ORDINARY
MEETING of the SHAREHOLDERS
in the above Company will be held at the Head
Office, Victoria, Hongkong, on TUESDAY,
the 23rd instant, at TWELVE O'CLOCK, NOON,
for the purpose of presenting the report of the
Directors and Statement of Accounts to 30th
April last and of declaring dividends.The TRANSFER BOOKS of the Company
will be CLOSED from the 9th to the 23rd
instant, both days inclusive.By Order of the Board of Directors.
H. P. WADMAN,
Acting Secretary.
Hongkong, 2nd October, 1900. [2557]HONGKONG ELECTRIC COMPANY,
LIMITED.TENDERS are invited for the Allotment of
the Unissued balance of New Shares
(4104 Shares), Dollars Five per Share paid up,
PAYABLE on the 1st November, 1900.Tenders will be received up to the 20th of
October. No Tenders under par will be con-
sidered, and the Allotment will be made prefer-
ably to Shareholders.By Order of the Board of Directors.
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 29th September, 1900. [2535]

HONGKONG ELECTRIC COMPANY,
LIMITED.

NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified that
the SECOND CALL of \$3.00 (Three
Dollars) per Share has been made and is PAY-
ABLE at the Company's Office, No. 4, Queen's
Buildings, on or before 1st November, 1900.Shareholders are requested when paying the
above mentioned call to send to the Company's
Agents their provisional Share Certificates for
endorsement.By Order of the Board of Directors.
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 29th September, 1900. [2534]

THE HONGKONG AND KOWLOON
WHARF AND GODOWN COMPANY,
LIMITED.

ISSUE OF \$500,000 NEW CAPITAL.

NOTICE is hereby given that the SECOND
CALL of \$2.00 per Share, was due on 1st
October, 1900, and that Interest at the rate of
12 per cent. per annum will be charged on all
Calls which are not paid on 12th instant.EDWARD OSBORNE,
Secretary.

Hongkong, 12th October, 1900. [2636]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$20 per Share for the
year 1899, equivalent to 40 per cent. on
the paid up Capital of \$50 per Share, has been
declared.WARRANTS will be issued on the 12th
October.By Order of the Board.
W. J. SAUNDERS,
Secretary.

Hongkong, 12th October, 1900. [2637]

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

LETTS' DIARIES, 1900.

CHINA'S OPEN DOOR, by Consul-

General, Wildman.

EUROPEAN SETTLEMENTS in the Far East... \$3.50
Gold Deeds of the War... 2.25
Croquet Up-to-Date... 6.50
London to Ladysmith via Pretoria... 3.50China of To-day: The Yellow Peril, Paris
I to 3... 35 cents each

China the Long-lived Empire, by Seid-

more.

The Overland to China, by Colquhoun... 5.00

Through the Yangtze Gorges, by Archi-

bold Little... 4.50

The Catacombs of Paris... 1.50

Between Two Fires: A Story of the Boer
War... 1.50

Red Pottage, by Cholmondeley... 6.50

Eysenck's Map of China... 2.50

SENI'S STAMP ALBUMS... \$3.50 & 10.00

Indian Cigars—Lambert and Butler's Tobacco
and Cigarettes.

23 & 25, Queen's Road, Hongkong. [31]

NOTICE OF REMOVAL.

MR. A. TACK'S FURNITURE STORE

will be REMOVED to DE VEUR

ROAD, New Praya, opposite the Offices of the

P. and O. S. N. Co., or about the 30th inst.

Owing to the decorations not being complete,

business will not be transacted at the new build-

ing for a few or three weeks, but will be re-
sumed at an early date. Customers are respect-
fully requested to call at or send communica-
tions to Nos. 27 and 28, LEE YUEN STREET

EAST, their temporary Store.

Hongkong, 27th September, 1900. [2514]

JACK A. YOUNG & CO.,

Nos. 76 & 78, DE VEUR ROAD (OLD PRAYA
CENTRAL).

NOTICE is hereby given that WING KIT

and A TYE are no longer connected
with the above firm, both having been dismis-

sed as foremen. On and after the 22nd September

we shall not be responsible for their liabilities or

their dealings, &c., &c.

Customers are respectfully requested hence-
forth to communicate direct with this firm or

through our Assistants who are authorised to

go on board vessels for orders for gear, &c., &c.

Dated Hongkong, 22nd September, 1900. [2488]

FOR SALE.

NEW LEE ENFIELD 303 MATCH

RIFLE COMPLETE.

ELEY'S SPORTING CARTRIDGES.

EVERY KIND OF SPORTING RE-

QUISITE.

W. SCHMIDT & CO.,

Grenadier.

Hongkong, 22nd September, 1900. [2413]

FOR SALE.

WOOD OIL

H. L.

TRADE MARK.

HOF LOONG & CO.

27, Hollywood Road, Hongkong.

Hongkong, 4th October, 1900. [17]

HONGKONG SAVINGS BANK

THE Business of this above Bank is con-
ducted by the HONGKONG AND SHANG-

HAI BANKING CORPORATION. Rules

may be obtained on application.

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zetland Street, Auctioneer, Appraiser
and Commission Agent.HUGHES & HOUGH,
Auctioners to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

THE WESTERN HOTEL,
Excellent Accommodation, \$2.50 per day.
90 and 92, Queen's Road West.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.,
Printers, Booksellers and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor, 30, D'Aguilar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.WATKINS LTD. APOTHECARIES HALL, 66,
Queen's Road Central. Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

KUHN & KOMOR,
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

DENTISTS

WONG HOMI,
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,

Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DRAPEERS

EBRAHIM ELIAS & CO.,
Milliners, Silk Merchants, Haberdashers.
Low Prices; 37, 39, Wellington Street.

SEE WOO

Tailor, Draper and Outfitter; 67 and 69,
Queen's Road.

FLOUR

SPERRY FLOUR COMPANY,
Proprietors of the following Celebrated
Brands of Flour: "Sperry's XXX,"
"Golden Gate," "Pioneer," "Buckeye,"
"Anchor," &c.

WILLIAM WHILEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17, Queen's Road Central.

LI KWONG LOONG,

Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES,
SUB-AGENTS LIFTON, LTD.,
8 and 10 D'Aguilar Street.
Provision and General Merchants.

JEWELLERS

KANG LEE & CO.,
Jewellers, Gold and Silversmiths. Watch-
makers, Japanese Curios and Blackwood
Furniture. Opposite Post Office, 36,
Queen's Road Central.

MAISON LEVY HERMANOS.

Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo.

WAH LOONG.

Gold and Silversmiths. Silk Dresses, Crepe
Shawls, Ivory, Lacquerware, Fans,
Curios, Bristles, Human Hair, Pea-
thers; 88, Queen's Road Central.

THE LIGHT OF THE FUTURE

EASTERN ACETYLENE LIGHTING
COMPANY. Head office, 62a, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE LIGHT
at lowest rates.

MERCANTILE AGENT

WOODS & CO.,
Duddell Street. Agents for American and
European Export Houses.

PHOTOGRAPHERS

A FONG,
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c. Ice House Street.

E. HING,

Enlarging, Developing, Printing. Mod-
erate Rates. 26a, Queen's Road East.

MEE CHEUNG.

Ice House Street. Top Floor. Permanent
Enlargements. Ivory Miniatures, Oil
Paintings, &c. Ice House Street.

AL MUMUYA, JAPANESE ARTIST.

Bronzes and Crayon Miniatures. Work
done for Moustiers, 26a, Queen's Road, Cl.HONGKONG
BUSINESS DIRECTORY.

PHOTOGRAPHERS.

YEE CHUN,
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.H. YERA,
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl., also Wan Chai.
Amateur's Requirements a Specialty.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

BATTAN FURNITURE

KWONG TAI LOY,
Rattan Furniture, Bamboo, Blinds, Mat-
tings all Colours; 30a, Queen's Road Cl.

SILK GOODS DEALERS

TEJUMULU POHUSING,
Dealer in Chinese, Indian and Japanese
Goods, Silks, Woolen and Cashmere
Shawls and other Sundries Goods; 4,
D'Aguilar Street, First Floor.WASSIAMULL ASSOMULL,
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace; 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK,
Exporter of Real Hand-made Torchon Lace
in Silk, Linen and Cotton. Grasscloth and
Silk Embroidery. Hand-made Silk
and Linen Lace Curtains made to
order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors. Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engineering Tools, Brass and Iron Mer-
chants, 14, Des Voeux Road.MORE & SEIMUND,
Shipchandlers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers; 43 and 45, Praya Central.

TAILORS

R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosiery,
Drapers, 85, Queen's Road, Central.TAK CHEONG,
Tailors, Gentlemen's Outfitters, Hatters,
Hosiery, and Drapers. Chinese Silk of
all kinds, 50, & 52, Queen's Rd, Central.YEE SANG FAT & CO.,
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs; Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"
Importer of the Best Manila Cigars; 25,
Pettington Street.KRUSE & CO.,
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents in
Cornwall House, Queen's Road.VICTORIA CIGAR DEPOT,
1 and 2, Leeyune Street East. AGENTS FOR
W. KENNEDY & CO., 37, Calle San
Jesu, Manila. "Windsor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.,
12, Queen's Road
and Calle Anisogue, Manila.MITSU BISU DOCKYARD
AND ENGINE WORKS,
NAGASAKI.CODE WORD: "DOCK" NAGASAKI.
A.I. ABC. Scots' and Engineering Codes
Used.DOCK No. 1 (at TATEGAMI)
Extreme Length... 593 feet
Length on Blocks... 513
Width of Entrance on Top... 89
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 26DOCK No. 2 (at MUKAIJIMA)
Extreme Length... 371 feet
Length on Blocks... 350
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide... 22PATENT SLIP (at KOSUGI)
Can take vessels up to 1,000 tons gross.THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
The COMPANY has a POWERFUL SAL-
VAGE PLANT READY at SHORT
NOTICE. [1819]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT
at Moderate Rates.W.M. PARLANE,
Manager.
Hongkong, 17th February, 1899. [1899]QUAN WAH & CO.,
LEAVERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS
DESIGNS & PRICES IN APPLICATION
No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1899. [1899]

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RUGBY FOOTBALL.

ARTHUR J. GOULD.

I.
THE OLD GAME AND THE NEW.That there have been considerable changes in
Rugby football the last twenty years admits of
no doubt. In fact, I know of no other national
game which has changed so greatly.In their main features the principles of the game
are the same, but the style of play has altered
immensely. In discussing this subject with
Rugby football players of twenty years ago, it
is often difficult (sometimes impossible) to con-
vince them that the methods of play have changed
for the better. There seems to be a tendency
on the part of old players to shut their eyes to
the fact that the game has improved, and this is
especially the case with men who had places in
the forward ranks. They seem to be so en-
thralled with the old "bullocking" forward game
that they think scorn of the present style; but,
speaking as a three-quarter whose actual playing
experience covered the whole period of develop-
ment, from the old-fashioned days of close
forward play and two full-backs till the
general adoption and perfection of the four
three-quarter system, I must give it as my opinion
that the game has greatly changed for the
better, both for the players and the spectators.In the old days the game was practically
confined to the forwards, and the backs, especially
the three-quarters, had very little to do beyond
stopping rushes and watching the forwards;now the backs take a great part in the actual
play, and the game is pleasanter to watch and
to play than it was during the seventies and the
early eighties. I think we can justly claim
that Wales has had more to do with this im-
provement than either of the other countries,since Wales is admitted to be the pioneer of the
open game.

THE OLD GAME AND THE NEW.

The game has gradually improved, partly by new
methods of play, partly by the elimination of
customs which now strike us as ridiculous.There was the "maul," in which two men
struggled for possession of the ball over the
goal line, one trying to touch it down and score,the other attempting to take it from the man
who had it, and so prevent a try. Manlingmight have been entertaining to a certain
section of the crowd, but it was no advantage
to football, and it was a good thing when it
was abolished.Another rule which seems ridiculous now
was that by which the ball in touch belonged
to the side which touched it down, which resulted
in many a race for the ball when in touch; but
these were mere blemishes.The inherent fault of the old game was that
it did not give all sections of the team a fair
share of the play, and that the methods generally
adopted inevitably led to selfishness.Players knew no higher good than individualism,
and if they theorised at all (footballers probably
did not theorise much) they argued that the
more they did the better they were serving their
team.The wisdom of a later period laid it down that a man
could often serve his side best by doing less himself and
giving others the chance to do more. The old game
had men who were suited to it. They had the
qualification which their methods were bound to
develop—great individual ability, self-reliance,
and a never-say-die determination; but they had
also the defects of these qualities—selfishness,
and the failure to grasp the usefulness of co-
operation. The forwards at first were slow and
lacking in cleverness, afterwards they developed
cleverness in dribbling, but it was long before
they ceased to waste a great part of their un-
derstanding energies through misapplying their
efforts, and it was not till the dawning of the
new era that they came to regard it as part of
their duty designedly to give their backs a
share of the game.The kicking of the backs of that time has never been surpassed, and
will not be, nor are we likely to have men
of that period, though, be it observed, they often
missed tries through sticking to the ball till the
bitter end, when a simple pass would have given
a fellow-player a try. They did not play to pass;
if they did so it was at a last resort, and a last
resort only too often is too late.

THE OLD GAME.

In speaking of the old game no one will
expect me to go back to those ancient timeswhen an English king thought it necessary to
discourage football because the youth of the
period were devoting so much attention to it
that archery suffered; nor shall I attempt todeal with curiosities in which Shrove
Tuesday diversions in the streets are dignified by
the name of football. And though we derive our
game from Rugby School it is unnecessary tomention that the youth of the period were
devoting so much attention to it that archery suffered; nor shall I attempt todeal with curiosities in which Shrove
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devoting so much attention to it that archery suffered; nor shall I attempt to

VESSELS ON THE BERTH

THE OSAKA SHOSEN KAISHA, LIMITED.
FOR SWATOW, AMOY, AND TAIWANFOO
THE Company's Steamship
"ANPING MARU"
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 17th inst., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 3rd October, 1900. [1443]

FOR SHANGHAI

THE Steamship
"LIEEMOON."
Captain G. Heermann, will be despatched for the above port on WEDNESDAY, the 17th inst., at 4 P.M.
This Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO.
Hongkong, 12th October, 1900. [2038]

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY AND MANILA.

THE Company's Steamship
"SUNGKLANG,"

Captain Moore, will be despatched as above on THURSDAY, the 18th inst., at 4 P.M.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th October, 1900. [2506]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUUME AND TRIESTE.
(Taking Cargo through to the BEAISLS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship
"MABQUIS BACQUEHEM,"

Captain A. Blauffer, will be despatched as above on THURSDAY, the 18th inst., at 4 P.M., instead of as previously advertised.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO., Agents.
Hongkong, 12th October, 1900. [2334]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR YOKOHAMA AND KOKE.

THE Company's Steamship
"SILESIA,"

Captain P. Cagliotti, will leave for the above places on FRIDAY, the 19th inst., at NOON.
For Freight or Passage, apply to
SANDER, WIELER & CO., Agents.
Hongkong, 13th October, 1900. [16]

FOR PORTLAND, OREGON VIA JAPAN.
(Booking Cargo for SAN FRANCISCO and OVERLAND POINTS).

THE A. J. Steamship
"MONMOUTHSHIRE,"

will be despatched on or about the 20th inst.
For Freight and Passage, apply to
T. M. STEVENS & CO., Agents.
Hongkong, 3rd October, 1900. [2570]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"ANAPA"

will be despatched for the above port on or about the 20th October, 1900.
For Freight, apply to
SHEWAN, TOMES & CO., Agents.
Hongkong, 25th September, 1900. [2497]

COMPAGNIE DES MESSAGERIES MARITIMES, PAQUEBOTS POSTE FRANCAIS.

NOTICE:

STEAM FOR SAIKON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 22nd October, 1900, at 1 P.M., the Company's Steamer "LAOS," Captain Flanigan, with Male Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 21st October. (Parcels are not to be sent on board, they must be left at the Agency's Office). Contractors and Value of Parcels are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 9th October, 1900. [12]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"CHANGSHA,"

Captain Moore, will be despatched as above on MONDAY, the 12th November, at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine-room. A Refrigerating Chamber insures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

A fully qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Freight and further particulars apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [2586]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAIWANFOO.

THE Company's Steamship
"CHANGSHA,"

Captain Moore, will be despatched as above on MONDAY, the 23rd November, at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine-room. A Refrigerating Chamber insures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Freight and further particulars apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th October, 1900. [2587]

VESSELS ON THE BERTH

INCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai), Nagasaki, Kobe, In-land Sea, Yokohama and Honolulu. TUESDAY, Oct. 23, at NOON.

COPTIC (via Shanghai), Nagasaki, Kobe, In-land Sea, Yokohama and Honolulu. SATURDAY, Nov. 17, at NOON.

GALIC (via Shanghai), Nagasaki, Kobe, In-land Sea, Yokohama and Honolulu. TUESDAY, Dec. 11, at NOON.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai), Nagasaki, Kobe, In-land Sea, Yokohama and Honolulu. TUESDAY, Oct. 30, 1900, at NOON.

AMERICA MARU (via Shanghai), Nagasaki, Kobe, In-land Sea, Yokohama and Honolulu. SATURDAY, Nov. 24, 1900, at NOON.

HONGKONG MARU (via Shanghai), Nagasaki, Kobe, In-land Sea, Yokohama and Honolulu. TUESDAY, Dec. 18, 1900, at NOON.

THE Company's Steamship

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai), Nagasaki, Kobe, In-land Sea, Yokohama and Honolulu. TUESDAY, Dec. 4, 1900, at NOON.

CHINA (via Shanghai), Nagasaki, Kobe, In-land Sea, Yokohama and Honolulu. THURSDAY, Dec. 27, 1900, at NOON.

THE Company's Steamship

CITY OF RIO DE JANEIRO.

TO SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai), Nagasaki, Kobe, In-land Sea, Yokohama and Honolulu. TUESDAY, Dec. 18, 1900, at NOON.

THE Twin-Screw Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 30th October, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

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POST OFFICE NOTICES.

The Nippon Maru, with the American Mail of the 22nd ult., left Yokohama on Friday, the 12th ult., at daylight, and may be expected here on or about Saturday, the 20th instant.

MAILS WILL CLOSE.

FOE

FEE

DAY AND HOUR.

Shanghai	Timulus	15th, 11.00 A.M.
Amoy, Singapore, Samarang and Sourabaya	Kao-ying	15th, 11.00 A.M.
Yokohama, Kobe and Tsingtao	Athena	15th, 3.00 P.M.
Manila	Independent	15th, 3.00 P.M.
Saigon	Wosong	15th, 3.00 P.M.
Taiwan	Saikong	15th, 4.00 P.M.
Kumchuk and Samshui	Mongkut	16th, 9.00 A.M.
Bangkok	Victoria	16th, 11.00 A.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, and Tacoma	Suising	16th, 11.00 A.M.
Singapore, Penang and Calcutta	Anping Maru	16th, 5.00 P.M.
Swatow, Amoy and Taiwangfu	Sachon	16th, 10.00 A.M.
EUROPE, &c., India via Tunicorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		10.45 A.M.)
Amoy and Manila	Emeralda	11.00 A.M.
Nagasaki, Kobe and Yokohama	Kanya Maru	11.00 A.M.
Manila and Amoy	Sangkang	11.00 A.M.
Singapore, Penang and Colombo	Tambo Maru	11.00 A.M.

EUROPE, &c., India via Tunicorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

Postage 10 cents)

Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)

Somerset and Sourabaya

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO

(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)

Postage 10 cents)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.

(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)

Postage 10 cents)

Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne

EUROPE, &c., India via Tunicorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)

Postage 10 cents)

TO-DAY.

Sale, Crown Land, 3 p.m.
TO-MORROW.
Meeting of the Persistence Lodge, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

SATURDAY, 13th October.

ON LONDON.— Telegraphic Transfer 2/0

Bank Bills, on demand 2/0

Bank Bills, at 30 days' sight 2/1

Bank Bills, at 4 months' sight 2/1

Documentary Bills, 4 months' sight 2/1

ON PARIS.— Bank Bills, on demand 2.60

Credits, at 4 months' sight 2.65

ON GERMANY.— On demand 2.11

ON NEW YORK.— Bank Bills, on demand .50

Credits, 60 days' sight .51

ON BOMBAY.— Telegraphic Transfer 1.54

Bank on demand 1.55

ON CALCUTTA.— Telegraphic Transfer 1.54

Bank, on demand 1.55

ON SHANGHAI.— Bank, at sight .71

Private, 30 days' sight .72

ON YOKOHAMA.— On demand 1 p.c. dis.

ON MANILA.— 1 p.c. p.m.

ON SINGAPORE.— On demand 1 p.c. p.m.

ON BATAVIA.— On demand 1.24

ON HAIKONG.— On demand 24 p.c. p.m.

ON SAIGON.— On demand 2 p.c. p.m.

ON BANGKOK.— On demand 60

SOVEREIGN, Bank's Buying Rate 9.60

GOLD LEAF, 100 fine, per tael 50.75

BAE SILVER, per oz 24

OPIUM.

Quotations are— Allowances net, to 1 catty.

Malwa New \$810 to \$820 per picul.

Malwa Old \$840 to \$850 "

P. F. per wrapped \$880 to \$890 "

Persian fine quality \$870 to " "

Persian extra fine— to " "

Patna New— to \$867 per chest.

Patna Old— 3950 "

Benares New— "

Benares Old— "

VESSELS EXPECTED.

THE GERMAN MAIL.

The Imperial German Mail steamer Sachsen left Kobe via Nagasaki and Shanghai on Monday, the 22nd ult., and may be expected here on or about Tuesday, the 16th inst.

The Imperial German Mail steamer Beyer, carrying the German mails with dates from Berlin of the 17th Sept., left Singapore on Friday, the 12th inst., at 3 p.m., and may be expected here on or about Wednesday, the 17th inst., at daylight.

THE AMERICAN MAIL.

The T. K. K. steamer Nippon Maru, with mails, &c., from San Francisco to the 22nd ult., via Honolulu, has arrived at Yokohama, the 12th inst., via Inland Sea, Kobe, Nagasaki and Shanghai.

The P. M. steamer City of Rio de Janeiro, via Honolulu, Inland Sea, Kobe, Nagasaki and Shanghai on the 2nd inst.

THE AUSTRALIAN MAIL.

The E. & A. steamer Eastern, from Sydney, left Port Darwin on the 3rd inst. for Timor, Manila and this port.

THE CANADIAN MAIL.

The C. P. R. steamer Empress of India left Vancouver on Monday, the 6th inst., for Hong Kong via the usual ports of call.

MERCHANT STEAMERS.

The N. Y. K. steamer Idzumi Maru (American Line) left Shimonesaki for this port on the 10th inst., and is expected to arrive here on the 15th inst.

The N. Y. K. steamer Tama Maru (American Line) left Kobe, Japan, for this port on the 11th inst., and is expected to arrive here on the 17th inst.

JOINT STOCK SHARES.

Hongkong 13th October.

COMPANY PAID UP QUOTATIONS.

Banka Hongkong & Sons \$125 317 sellers

China & Japan, ordy. Do deforred 24 41.

Nat'l. Bank of China Do 21 23 5a.

A. Shares 23 26, sellers

B. Shares 23 22, sellers

Four Shares 23 22, sellers

Bell's Asbestos E. A. 23 51.

Campbell, Moore & Co. 23 51, buyers

China Prov. L. & 23 51, buyers

China Sugar 23 52, sellers & buyers

Cotton Mills 23 50.

Ewo 23 50.

International 23 50.

Lao Kung Mow 23 373.

Socheyo 23 40.

Yahlong 23 48, sellers

Hongkong 23 48, sellers

Dairy Farm 23 48, buyers

Fowick & Co., Gao 23 48, buyers

Green Island Cement 23 48, buyers

H. & C. Bakery 23 48, sellers

Hongkong & C. Gas 23 48, sellers

Hongkong Electric 23 48, sellers

H. H. J. Tuanways 23 48, sellers

Hongkong Hotel 23 48, sellers

H. & K. Wharf & G. 23 48, sellers

Hongkong Rope 23 48, sellers

H. & D. Dock 23 48, sellers

Insurance 23 48, sellers

Canton 23 48, buyers

China Fire 23 48, buyers

China Traders 23 48, buyers

Hongkong Fire 23 48, buyers

North-China 23 48, buyers

Struts 23 48, buyers

Union 23 48, buyers

Yangtze 23 48, sellers

Land and Building 23 48, buyers

Hongkong Land Inv. 23 48, buyers

Humphreys Estate 23 48, buyers

Kowloon Land & B. 23 48, buyers

West Point Building 23 48, buyers

Luzon Sugar 23 48, buyers

Mining 23 48, buyers

Charbonnages 23 48, buyers

Gt. Estn. & C'pon 23 48, buyers

Do, Preference 23 48, buyers

Jehol 23 48, buyers

Queen's Mines Ltd. 23 48, buyers

Oliver Mines, A. 23 48, buyers

Do, B. 23 48, buyers

Punjab 23 48, buyers

Rauba 23 48, buyers

New Amoy Dock 23 48, buyers

Oriente Hotel Co., Ltd. 23 48, buyers

Steamship Coys. 23 48, buyers

China and Manila 23 48, buyers

China Mutual Pref. 23 48, buyers

China Ordinary 23 48, buyers

Do 23 48, buyers

Douglas Steamship 23 48, buyers

H. & C. China S. N. 23 48, buyers

Shell Transport & Trading Co. 23 48, buyers

Star Ferry 23 48, buyers

Tobruk Planting Co. 23 48, buyers

United Asbestos 23 48, buyers

D 23 48, buyers

Wanchai Warehouse 23 48, buyers

Watkins, Ld. 23 48, buyers

Watson & Co., A. S. 23 48, buyers

Universal Trading Co., Ld. 23 48, buyers

Cigar Companies 23 48, buyers

Albania, Limited 23 48, buyers

La Commercial, Ld. 23 48, buyers

Henshaw, Limited 23 48, buyers

La Favorita, Ld. 23 48, buyers

F. C. 23 48, buyers

F. C. 23 48, buyers

F. C.